

British Experts Sure of Flight Over Atlantic

Dirigible Remains in Air
Nineteen and One-Half
Hours Under the Most
Unfavorable Conditions

150-Mile Biplane Enters G. Handley Page Says Sea Trip Is Practicable, but Not a Commercial Idea

New York Tribune
European Bureau
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LONDON, March 26.—Failing to
accomplish the 1,900-mile trip around
Ireland, but succeeding in remaining
in the air nineteen and a half hours
under the worst possible conditions,
encountering hail and snow, with water
freezing in the tanks, Great Britain's
greatest airship, the R-34, gained an
experience which will prove invaluable
in the forthcoming attempt to
cross the Atlantic.

The primary purpose of the voyage
was to try out certain experiments,
which proved entirely satisfactory to
the experts. The latter now believe
that, given fair weather conditions,
nothing could prevent a successful
ocean crossing.

Sidney Pickles entered the "Daily
Mail's" competition flight across the
Atlantic to-day with his biplane, which
has a top speed of 150 miles an hour
and a cruising speed of 120 miles an
hour. He is one of Britain's most
experienced aviators and did great
work as instructor and leader in the
bombing squadron of the naval air
service. Mr. Pickles said:

"I intend to start from St. John early
in April and will attempt to reach
Southampton. If I am able to start as
soon as the others I will get across
first hands down. The only thing now
worrying me is that if the weather is
good other competitors may start be-
fore me."

Mr. Pickles's engine is a 300 horse-
power Eagle-Royce machine, espe-
cially built to fight the Hindenburg
monoplane, and represents the
last word in British fighting airplanes.

Within a few days the Martinsyde
company intends to send a 245 horse-
power biplane, piloted by Frederick
Naynham and navigated by Captain
C. W. F. Norman, across the ocean.
The start will be from Newfoundland.
G. Handley Page, designer and
builder of the huge bombing planes
which, had the war lasted a few
more days, Berlin would have been de-
vasted, in discussing the proposed
transatlantic flight for The Tribune
to-day, the victor of one of the
henceforth devoted to commercial
aviation entirely, said:

"I regard the transatlantic flight as
a great spectacular attraction, but
as one that will not result in a com-
mercial flying prospect. In my opinion
it is just a physical test of en-
durance, both on the part of the ma-
chine and pilot. The successful flight
will make a record which will further
attract the attention of the public to
flying possibilities, but there the
matter will end from the business
standpoint.

"So far as we are able to foresee,
there is no future for commercial
transatlantic flights. The difficulties
of navigation to foreign ports are
too great. Air commerce must be a
solid, well sustained and carefully or-
ganized industry, completely indepen-
dent of weather vagaries. For this
reason the future of commercial flying,
in my judgment, lies in the East and
in the tropics, where all conditions are
favorable.

East Offers Best Opening
"There are great opportunities of
establishing regular commercial flights
between London and Egypt, Cape Town,
India and China, keeping a schedule of
time as regular as that of ocean liners
and carrying valuable merchandise and
passengers under the most favorable
conditions.

"Of course, the most serious ob-
stacle is needed, but apart from this
my big bombing machines are in con-
dition to start the service almost im-
mediately.

"I am not suggesting the impossi-
bility of a transatlantic flight. Indeed,
we are ready to supply a machine for
it, but under record breaking condi-
tions when the weather is above aver-
age. When we cross it will be in abso-
lute comfort. I wish Mr. Hawker and
all the other competitors all the luck
imaginable."

Asked about the prospects of the
Handley Page 1,600 horse power ma-
chine, which is being sent to America to
start on a flight across the Atlantic,
Mr. Page said:

"I am not aware of any such ma-
chine being sent to America, but I be-
lieve there is one of our airplanes of
that description in the United States."

Navy Man Seeks Base For U. S. Ocean Flight

BOSTON, March 26.—In preparation
for an attempt to fly across the Atlantic,
Lieutenant Commander Patrick N.
Bellinger, U. S. N., left here to-day on
the new destroyer Barney for Nova
Scotia and Newfoundland, where he will
select a landing place for the first stage
of the flight.

It is understood that the vicinity of
Shebourne, in the southwestern end of
Nova Scotia, will first be visited. The
distance from Shebourne is 400 miles further
than from here in Newfoundland, it is
thought that conditions for landing
in the new destroyer Barney for Nova
Scotia and Newfoundland, where he will
select a landing place for the first stage
of the flight.

The Admiralty was en-
gaged in building two such air vessels
before the war ended, and was ex-
pected they would be superior to Zepp-
elins for scouting for fleets.

The prizes for the aerial race across
the Atlantic for the prize of \$50,000
offered by "The Daily Mail" comprise
machines of four companies—the
Winthrop Company, the Sopwith Avia-
tion Company, Short Brothers and the
Fairley Aviation Company. It was re-
ported to-day that still another com-
pany would make an entry.

Von Bernstorff Praised Col. House in "Obituary"

Former German Ambassador Writes of His Inti-
mate Friendship With "Sincere and Honest
Pacifist"; Article Is Considered Propaganda

New York Tribune
Washington Bureau
WASHINGTON, March 26.—This govern-
ment has received, it was disclosed to-
day, an amazing article by Count
Johann von Bernstorff, former German
Ambassador to the United States, in the
form of an obituary of Colonel E.
M. House, a member of the American
delegation to the peace conference.
That a serious report of the death of
Colonel House could have reached Ber-
lin is not believed here. Colonel House
recently was confined to his rooms in
Paris by illness, but was at no time
dangerously sick.

The assumption, in respect of Count
von Bernstorff's "recollections" of
Colonel House, with whom he claims to
have had "intimate relations," is that
the article, which appeared in the Ber-
lin "Tagblatt," was prepared with the
recollections of any personal influence it
might have upon both Colonel House
and President Wilson at the peace con-
ference.

The former German Ambassador as-
serted that House was the most "sincere
and honest pacifist" he ever knew, and
that the Colonel "was just as em-
phatic at London against the lawless
blockade as he was at Berlin against
unrestricted submarine warfare." Both
methods of carrying on war, he says,
"antagonized the human and compas-
sionate heart of Mr. House." Bernstorff
also claimed that Colonel House
and President Wilson at the peace con-
ference.

"The report of the sudden demise of
Colonel House, who was at Paris as a
member of the American delegation, filled
me with sorrow, because during my
activities at Washington I learned to
know him intimately and with the
sincere regard of a friend.

"Colonel House, who had an un-
usually high position at the White House,
was a very peculiar and influential person
at the White House. He was bound to
the President by very close friendship;
and in this manner he remained com-
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dent Wilson's accession to office, in
March, 1913, his nearest adviser on
home, as well as on foreign affairs."

Colonel House occupied a position
which is unique in American his-
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at London Colonel House remarked to
an English Minister, who was at that
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was the 'eyes and ears' of the Presi-
dent. I know from personal experi-
ence."

Text of the Article
The complete text of the article as
it appeared in the "Tagblatt" follows:
"Count von Bernstorff, who for years
was our Ambassador at Washington, has
sent us at our request the following
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Anti-Cigarette War Opens in Earnest Here

Continued from page 1

French physicians are now being
brought into the movement, and it is
hoped to make the investigation world-
wide in scope.

Those on Committee
Among the Americans who are al-
ready on the committee are Dr. Walter
B. Cannon, of Harvard; Professor
Henry W. Farnum, of Yale; Professor
Irving Fisher, of Yale; Professor F. W.
Roman, of Syracuse University, author
of the widely noticed "Nicotine Next";
pamphlet; George J. Fisher, of Y. M.
C. A. fame; Austin B. Fletcher, chair-
man of the Tufts College board of
trustees; Dr. Oscar H. Rogers, chief
physician for the New York Life In-
surance Company; Dr. Eugene Lyman
Pisk, director of the Life Extension In-
stitute, and George Foster Peabody.

Many of these men have expressed
themselves strongly against tobacco,
notably Dr. Roman and Professor Farnum.
The latter, who is the author of the
very originated last June, when the first
organization meeting was called. In
talking of the plans of the committee
yesterday, however, Dr. Pisk empha-
sized the point that the committee
will begin with an absolutely impartial
attitude and prosecute all its inquiries
in a strictly scientific spirit.

"No authoritative analysis of the
situation as a whole has yet been
made," said he. "This matter is now
coming to the fore in the public mind.
It seems destined to occupy a promi-
nent and conspicuous place. There-
fore the public should have the true
facts. We propose to get them. That
is all. The work may take years,
when it is all over."

Against Blockade of Germany
"He repeatedly told me that he was
just as emphatic at London against the
lawless blockade as he was at Berlin
against unrestricted submarine warfare."
Both methods of carrying on war, he
says, "antagonized the human and com-
passionate heart of Mr. House. He
could not conceive why women and
children should be starved to death
through the hands of the enemy. He
condemned the blockade, which he
condemned, should be
abolished."

In addition to this, he was con-
vinced that neither method would de-
stroy the war, but only create limitless
bitterness between the warring parties,
which would be the worst of all
things. He frequently spoke with
indignation against men who enriched
themselves by the sale of arms, and
that he would never touch the stocks
of war industries.

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Transatlantic Plane Wrecked in Newark Bay

Accident Robs Captain Sund-
stedt of Chance for North-
cliffe \$50,000 Prize

The huge hydro-aeroplane built by
Captain Hugo Sundstedt to fly across
the Atlantic, which was wrecked last
night, when it fell into Newark Bay
from an altitude of 400 feet. The ac-
cident occurred while an attempt was
being made to land after a trial flight.
The machine was piloted by Com-
mander Severaky, a Russian naval
aviator, who was accompanied by Lieut-
enant Baker, a United States army
aviator. Commander Severaky, who
was in the machine when it crashed,
went into a sideslip and the pilot
lacked altitude to recover. Neither
Captain Sundstedt nor Lieutenant Paul
Baker, his aid, was in the machine at
the time.

Captain Sundstedt said the accident
probably would eliminate his machine
from the transatlantic contest. "It will
require at least a month to construct
new pontoons," he said, "and by that
time some of the present entries will
doubtfully will make the flight."
The damaged machine was the first
aeroplane to enter for the North-
cliffe's \$50,000 transatlantic contest.

Mortimer Schiff Sees Need of More Workers in France

Welfare of Men With Army
of Occupation Assumes
Greater Importance; Or-
ganization Pleases Him

Returning recently from a tour of
France and Germany, during which he
visited all the Jewish Welfare Board
centers erected to serve the A. E. F.,
Mortimer L. Schiff, chairman of the
American Jewish Welfare Board, and
member of the committee of eleven,
expressed great satisfaction with the
efforts being made by the various wel-
fare agencies to supply the 1,000,000
American troops in France with all
suitable recreation, entertainment and
education. In a statement issued last
evening he explained the situation in
France and Germany as follows:

"The Jews of France and Germany are
in a very good deal of our troops overseas and have
been much impressed, as has every
other observer, by the culture of our
men. Of course, now that the stimu-
lus of actual fighting is over, the men
are bored and homesick, and it is just
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Von Eckhardt Goes To Knock at Door Of the Fatherland

Former Minister to Mexico
Will Remain in Holland,
Hat in Hand, Until Gov-
ernment Says "Come in"

Heinrich von Eckhardt shook the
hated dust of America from his Ameri-
can-made shoes yesterday. Germany's
former Minister and Trouble Maker
Extraordinary to Mexico, sailed on the
steamship Nieuw Amsterdam for Rot-
terdam. It is understood he will live
in Holland until the attitude of the
present German government toward
him is sounded out.

His last time in the United States,
except through the porthole of his
stateroom, showed him some of the
former German vessels, once the pride
of the German merchant fleet, which
were now being used by the United
States in the business of America. His last
stop to the gang plank was from what
was once a North German Lloyd dock at
Hoboken. From that dock thousands
of American soldiers left for France.
Not even the brew of Munich and
Pilsen, once to be obtained in Hobo-
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